



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item #4

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Partnership Board

DATE: October 20, 2006

FR: Therese Knudsen

RE: Coordinated Public Transit-Human Services Transportation Plan – Low Income Component Draft

Please find attached a draft section of the coordinated public transit-human services transportation plan that focuses on low-income populations in the Bay Area.

Background

The coordinated public transit-human services transportation plan is a new requirement contained in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA). Starting in Fiscal Year 2007, projects funded through three programs included in SAFETEA – Job Access Reverse Commute (JARC), New Freedom and the Formula Program for Elderly Persons and Persons with Disabilities – are required to be derived from a locally developed, coordinated public transit-human service transportation plan.

As indicated in Federal Transit Administration (FTA) guidance, the plan should identify the transportation needs of those with disabilities, limited incomes and older adults, and propose unified strategies for delivering service to meet these needs.

Component focusing on low-income populations

MTC has engaged in a considerable number of transportation planning efforts focused on the Bay Area's low-income communities. These efforts include sponsoring welfare to work transportation planning in all nine counties, developing a regional welfare to work transportation plan, and conducting community-based transportation planning in low-income communities throughout the region. Staff has drafted the low-income component of the coordinated public transit-human services transportation plan by synthesizing this work to-date.

Component focusing on elderly and disabled populations

While MTC has completed planning efforts related to elderly and disabled communities, it has not conducted in-depth planning that identifies transportation needs specific to the elderly and disabled population in the Bay Area as described in FTA's guidance for the coordinated plan. Therefore, MTC has hired a consultant to assist with this component of the plan. Once the elderly and disabled component of the plan is completed, the consultant will include a chapter that evaluates the overlapping transportation needs of the low-income, elderly and disabled populations, and identifies strategies to address them.

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Timeline for review

The draft of the low-income component of the plan will be reviewed by MTC's Minority Citizens Advisory Committee, the Regional Welfare to Work Transportation Working Group, and the Partnership Board in October. After incorporating stakeholder comments, staff anticipates presenting a final draft to the Commission to consider for adoption in November.

The timeline for this approach is consistent with the timeline for MTC's interim Lifeline Transportation Program, which is funded, in part, with JARC funds. MTC also plans to bring the program of Lifeline projects to the Commission in November for programming approval. Should the Commission adopt the low-income component of the coordinated public transit-human services transportation plan and approve the Lifeline program of projects in November, MTC will be able to amend Lifeline projects funded with JARC (and CMAQ) in the Transportation Improvement Program (TIP) in December.

Staff will review the draft low-income component of the coordinated plan with you at your October meeting and welcomes your comments. Note that the appendices to this section of the plan, which primarily contain executive summaries of previously completed welfare to work and community-based transportation plans, number nearly three hundred pages and are not included in your mailout. Copies of the appendices will be available at your meeting and available electronically.

Attachment

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